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**FREE PRESS ASSOCIATION,**  
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**BURLINGTON, THURSDAY, FEB. 20.**

## WANTED.

When you want anything, advertise in the new special column of this paper. Some bargains are offered there this week which it will pay you to read about. See page two. This paper has more than 5,000 readers every week and one cent a word will reach them all.

The New York clergyman who has engaged a theatre for his Sunday evening service evidently believes in going out into the world to preach the gospel.

In two weeks Vermont cities and towns will shape their local government for the coming year. If you have incompetent public servants to shed, prepare to shed them now.

Vermont may not have paid as much for the silver service for its namesake in Uncle Sam's fleet as did New Hampshire, but there has been no hint of graft in connection with the gift of the Green Mountain State.

There seems to be a growing feeling that the republican national convention may yet renominate President Roosevelt. Would Vermont supporters of the Roosevelt policies want our delegation bound hard and fast to some other candidate under such circumstances?

## UNEXPLAINED NEGLECT.

One of the mysterious things in connection with farming in Vermont is thus emphasized by the Waterbury Record:

Think of it, western hogs are being shipped into this country to be dressed for the Montpelier and Barre markets. It would seem that the farmers in Washington County could raise sufficient pork for home use. It is bad enough to be obliged to depend upon the western farmers for the best beef. The same thing is undoubtedly true of every other city and large village in Vermont, and the wonder is how long it will take our farmers to become aroused to the importance of the opportunity they are so persistently neglecting.

There was a time, of course, when it was as much as a Vermont meat dealer's business life was worth to buy a meat carcass outside of the trust's circle of firms, but thanks to the crusade of the Roosevelt administration against the beef barons that time has passed. There is now no good reason why our farmers should not produce pork as well as veal and mutton, to say nothing of poultry and other meats for consumption here in Vermont, and thus keep at home money which is going in large volume to swell the pocket books of western farmers and western packing houses.

## JUDGE WEEKS NOT A CANDIDATE.

Information received from Middlebury is to the effect that the Hon. John E. Weeks will not be a candidate for the republican nomination for the lieutenant-governorship in the State convention to be held probably in June. Judge Weeks has been in receipt of assurances of active support from every county in the State in case he should become a candidate, and public mention of his name has been received with pronounced favor in many directions. After carefully considering the matter, however, he has informed some of his close friends that he does not care to have his name further considered in connection with the lieutenant-governorship, and he hopes that this move will serve to promote entire harmony in Addison county. Evidence is thus furnished that the republicans of Addison county can get together, and our neighbors are to be congratulated on the fact that everything is now peace and harmony within their borders.

This latest development leaves the field clear for the Hon. M. J. Barnes as Addison county's candidate for the lieutenant-governorship and for Editor R. W. McCuen of the Vergennes Enterprise as the Addison county candidate for district delegate to the republican national convention.

## SALARIES OF GOVERNORS.

While Vermont is discussing the project of increasing the salary of the governorship from \$1500 to \$3000, our neighbors of New York are debating the question whether the sum of \$10,000 is sufficient for the office of governor of the Empire State. Some of the papers there favor a constitutional amendment increasing the sum to \$25,000. This increase is advocated in spite of the fact that the gov-

ernor of New York resides in an executive mansion, and is provided with a couple of doorkeepers, besides two secretaries, a stenographer, and a counsel; for furniture, books, and general office expenses the Legislature provides \$3,000, while another \$2,000 is voted for the incidental expenses of the executive mansion, the rent of a stable, and the upkeep of the governor's equipage, while for his travelling expenses there is appropriated the sum of \$500, when he moves about the State "in the performance of his official duties."

It may be edifying in this connection to note that Vermont pays the smallest gubernatorial salary of any State in the Union. Little Delaware pays its governor \$2,000, New Hampshire, \$2,000, Nebraska, \$2,500, Rhode Island, \$3,000, Connecticut and poor Nevada, \$4,000. Among the larger or more wealthy States, Illinois leads with a salary to its governor of \$12,000; New Jersey, Pennsylvania and Ohio, like New York, pay their governors \$10,000, Massachusetts and Indiana pay \$8,000, Minnesota \$7,000, Kentucky \$6,500, Colorado \$6,000 and Oklahoma, the newest State, \$4,500. Fifteen States have fixed their governor's salaries at \$5,000, eight at \$4,000 and seven at \$3,000.

How long shall Vermont stand at the bottom of the list?

## COAL AND WATER TRANSPORTATION.

While it is urged in some directions that water transportation makes no difference in Burlington's coal facilities and prices as compared with all rail towns, it is significant that some of the coal producing companies themselves find water transportation an important factor in their business.

The 87th annual report of the Lehigh Coal company says that preparations are under way to compete sharply with the Reading by transporting tonnage via canal. According to the report a study of the canal situation, both as to its business and physical features, was carried on during the year, the results of which were so satisfactory that it has been decided to increase the equipment by the addition of fifty new boats during the coming year, this number to be again increased during 1909 if the additional business during 1908 seems to warrant it.

A careful and systematic investigation of the problems of canal traction, with a view of the ultimate substitution of mechanical for animal towage, was also carried on upon a practical scale, the conclusion being, the report states, that an expenditure for this purpose will be abundantly justified with an annual traffic of 450,000 to 500,000 tons, to which point it is thought probable that the business of the canal can be developed during the next two years.

Water transportation is coming to be more and more recognized as an important factor in the development of trade and commerce, as witness the efforts made by President Roosevelt and the leading men of the country who are now devoting so much attention to the promotion of the improvement of the nation's waterways. It is to be hoped when the enlargement of the Champlain canal is completed, there may be a different story from that told at present.

## VERMONT IN THE NATIONAL CONVENTION.

Everybody familiar with Vermont politics of the past few years knows why the Enosburgh Standard is so pronounced in its opposition to representation of the Vermont delegation in Congress on the State's delegation to the republican national convention, and misrepresentation of the attitude of the FREE PRESS will not serve to obscure the cause of that opposition.

The FREE PRESS has held that the coming national convention will mark a crisis in the career of the Republican party, as the party will have no walkover at the polls and that in order to enable Vermont's delegation to exercise its influence in that deliberative body we should have at the head of the delegation men in touch with leading republicans in other States. We have held that the party must continue to stand on the policies formulated by Roosevelt and embodied in national legislation and the party's creed, and that the big question under these circumstances is what progressive republicanism has the best chance to win on that platform.

If Vermont at this early period, months in advance of the national convention, is to insist that its delegation to Chicago must vote for Hughes or Taft or any other man through thick and thin, then it matters little who heads our delegation to Chicago or who constitute its membership. Any man who can make himself heard can stand on his feet in the national convention and announce to the end that Vermont casts its eight votes for one man while the rest of the delegates in that body are helping to pick a winner.

Vermont learned in 1892 what it meant to have people at home, wholly unacquainted with conditions existing in the national convention, insisting on support of a man whom the delegates realized was likely to suffer defeat at the polls, and unless Vermonters have short memories and are unwilling to profit by the lessons of bitter experience they will not repeat in 1908 the mistakes of 1892.

## DROPPING OUT OF SCHOOL

**Dwindling of Classes in the Upper Grades.**

**Important Studies Made by Professor Thorndike of the Teachers College—Great Variations Between Different Cities.**

Edward L. Thorndike, professor of educational psychology, Teachers College, Columbia University, has prepared a monograph on "The Elimination of Pupils from School," which, Dr. Elmer Ellsworth Brown, commissioner of the Department of Education, asserts carries the inquiry "much further than it has been carried in any previous study."

By way of comment on Professor Thorndike's work, Dr. Brown remarks that the rapid dwindling of classes in the upper grades of our grammar and high schools has long been noted, and many suggestions as to the improvement of our system of education have been emphasized by reference to this tendency. It is clear that after all that has been done the attendance of pupils, particularly in our elementary schools, is still in an unsatisfactory condition, and this condition becomes more unsatisfactory in the later years of the school course. In order, however, that we may have any safe conclusions upon these facts of current observation, it is necessary that the facts should be more exactly determined, and more carefully analyzed. Some important studies have been made in this field within the last ten or fifteen years. They have tended to show the danger of unequal and sweeping statements with reference to the withdrawal of pupils from school, and to show also the difficulty of ascertaining the exact condition of our school attendance with the statistical methods and materials available.

While the attendance in the upper grades of our elementary schools does not make a good showing, even yet, in comparison with attendance in the schools of some European countries, the provision for so-called continuation schools in this country falls behind that found in some portions of Europe, these unfavorable indications are in a measure offset by the notably large attendance in our American high schools.

## FALLING OFF IN UPPER GRADES.

While there is a marked falling off of attendance in the upper grades of the schools in all of life cities to which this inquiry extends, it is found that the variations between different cities are surprisingly great. The fact that some cities approach much more nearly than others to an ideal standard of school attendance is a source of encouragement. It gives reason to hope that had as the present conditions appear in many parts of the country, they can be greatly improved by means which are already available.

Confronted by many difficulties in getting a true basis for his inquiry, Professor Thorndike had to choose between (1) studying directly each city's schools, statistics, vital statistics, and the like until he got a precise estimate of what had since happened to a thousand or more pupils who entered school in 1894-1896, or (2) count ahead with such registration statistics as he had, being careful to infer from them with due allowance for their proper meaning. The first course was theoretically preferable, but the second was taken as being the far more practicable way. A summary of Professor Thorndike's findings, which he asserts are made "abundantly clear," shows that:

## PROFESSOR THORNDIKE'S FINDINGS.

At least 25 out of 100 children of the white population of our country who enter school stay long enough to learn to read simple English, write words as they commonly use, and perform the four operations for integers without serious errors. A fifth of the children (20 per cent) entering city schools stay only to the fifth grade.

Of the children entering the public schools of our more favored cities, one-half probably never have a man teacher.

Less than one in ten graduate from the high school.

Only about a third graduate from an elementary school of seven grades or more.

Only about half have any teaching of composition, and the history of their own country, any other, or concerning the world's literature, science, or art.

In our city high schools, for 100 girls entering there are only 70 boys. During the high schools course, moreover, the boys are eliminated more rapidly, so that in the last year there are 60 per cent. boys.

Though Germany and France, and perhaps England, do as well as the United States in keeping every one in school until he learns the rudiments or until he reaches thirteen, the United States is far more successful in retaining a fair percentage for a much longer and more extensive schooling.

The failure of this country to provide education generally for the water-gate is in part atoned for by the delay in requiring youth to go to work and their retention of schools till the late teens.

There is an enormous variability among cities in the amount of elimination, even that if all cities of over 8,000 inhabitants did as well as worthy cities, good fortune, support of education, and wise administration would enable say, Worcester, Cambridge, Malden, or Springfield, to do, the number of children, remaining to say, the seventh grade could be increased 40 per cent, and the number remaining to the fourth-year class of the high school could be increased over 100 per cent.

The superiority of one city over another in the retention of pupils is apparently caused far more by the nature of the population than by any peculiarities in the curricula or schemes of administration of the schools.

The high schools are being recognized by parents and pupils as simply the last four years of a general course, there being so far as leaving school is concerned, no greater gap between the last elementary and the first high school grade than between the seventh and eighth elementary grades of the first and second high school grades.

One main cause of elimination is the poverty and lack of interest in the sort of intellectual work demanded by present courses of study.

Professor Thorndike's monographs give evidence of care and study in its preparation, and should be of interest to educators and others who are concerned in the problems of the schools.

## VENTILATION AND COLDS.

(From the Brattleboro Reformer.)

"If you wish to revel in colds," says Dr. Woods Hutchinson in the Saturday Evening Post, "observe the following

simple rules:

Keep your windows shut.

Avoid drafts as if they were a pestilence.

Take no exercise between meals.

Bathe seldom, and in warm water.

Wear heavy flannels, chest protectors, abdominal bandages and electric insoles.

Have no heat in your bedroom.

Never let anything keep you away from church, the theatre or parties, in winter.

Never go outdoors when it's windy or rainy, or wet underfoot, or cold or hot, or looks as if it was going to be any of these.

Be just as intimate and affectionate as possible with everyone you know who has a cold. Don't neglect them on any account.

Dr. Hutchinson proves conclusively that colds are scarcely ever caught where infectious materials are absent; in fact, he says the word "cold" is a misnomer for the diseases to which it is commonly applied, since science has demonstrated that these are not due, except in few instances, to exposure to a lowered temperature. Dr. Hutchinson thinks they ought to be called "flu" instead of colds, because two-thirds of them are due to infection spreading from one victim to another. "The best place to catch them is not out-of-doors, nor even in drafty hotels, but in close, stuffy, inclosed, hot, bad rooms, sleeping cars, churches and theatres." The draft, according to this eminent authority, is a fetch and the sneeze and a sign you are catching cold but proof that you have contracted the disease some time previous and that it is just beginning to break out.

The best preventive for colds is the fresh air habit which, fortunately, is growing every year. "Learn to live in a gentle draft," says the doctor, "and you'll avoid two-thirds of your colds and three-fourths of your headaches. It may be necessary in winter to warm the draft but don't let any patent method of ventilation delude you into keeping your windows shut any hour of the day or night. 'Go live in a draft' is the only remedy in the simple reason that the room without any heat is generally the one whose windows are never opened in winter, the widespread delusion being that because air is cold it is necessarily pure.

Especially applicable to local conditions are Dr. Hutchinson's theories regarding ventilation of public gathering places. He calls the "odor of sanctity" in churches the residue of the breathe and perspirations of successive generations, and says that while cleanliness may be next to godliness there is sometimes an astonishingly long step between the two. He also points out the need of adequate ventilation in halls and theatres, and here is where his remarks are particularly timely in connection with the local action of better ventilation for the town building. This is a matter which ought to receive serious consideration from the voters at the coming town meeting. As long as people won't stay away from public gatherings when they are sniffling and coughing it is of vital necessity that the gathering-places be equipped with the most approved systems of ventilation.

## VERMONT TRADE REPORT.

**Some Improvement in Collections—Farmers Short of Marketable Produce.**

Reports to Bradstreet's for the week from wholesalers and sales have fallen off a little and a slight improvement in collections. Weather conditions have been favorable for retail trade which is considered normal. Merchants are preparing for spring purchases and trade. While the opinion prevails that they will buy cautiously, the outlook in the State at large is for fairly good volume of trade. Manufacturers in some instances note a larger volume of orders and plants operated to full capacity but larger part of them are running short of force. Advice from state sections note business is about the average for season. No overproduction and the stock carried is no more than should be in anticipation of spring business which opens generally the latter part of March. Many of the state quarries are working full time and force. The failures for the week have been larger than for any week for some time. One plant was closed by reason of accident and another, two positions in bankruptcy (voluntary) and one voluntary bankruptcy.

Burlington merchants report fairly good business considering season of year, although reports from furniture dealers would indicate a light trade. A considerable quantity of goods have been located at Rutland. Machine shops at that point are busy although it is noticed there are a number of men seeking employment. The furniture factory at St. Albans is idle but other manufacturing interests are well employed. Marble and powder mills at Swanton are very active and note considerable business ahead. Retail trade at St. Albans is quiet, but general trade quiet although outlook for spring business is encouraging. At Montpelier granite sheds are fairly well employed although there are idle men in this line; collections continue slow. Barre merchants report weather conditions have not been favorable for moving of winter goods and it is anticipated some stock of heavy goods will have to be carried over. Bennington retail merchants report normal trade for season of year. Manufacturing plants fairly well employed. At Bellows Falls two of the paper mills have closed for good, but in machine line plants are active. Weather conditions have favored retail trade. Brattleboro furniture and organ factories are employed full time and report new business coming in well. Other line of manufacturing are taking care of immediate demands. Toy shop is closed. Vergennes reports an improvement among manufacturing plants, which are increasing number employed. Retail trade has been affected by weather. Farmers report scarcity of marketable produce; demand has reduced supply.

## A VALUABLE CITY ASSET.

(From the Portland Argus.)

At Concord, N. H., there have been calculating just how much Mr. Eddy's 15 years of residence means to that city in financial returns. Estimates vary, naturally, but this seems to be a fair, average estimate: The Christian Science Church donations, \$2,000; miscellaneous gifts and contributions, \$2,000 for good roads, \$25,000; Pleasant View estate, \$10,000; household expenditures, \$10,000; income from special privileges granted to Concord manufacturers and business men, \$40,000; granite contracts for Christian Science churches obtained because of Mrs. Eddy's influence, \$10,000; and perhaps through her influence, \$50,000. The grand total of this is \$127,000. If this be true, the general lament heard in Concord when the benefactor moved away to Newton would appear to have some foundation in pocketbook as well as in sentiment. Mrs. Eddy proves a gift-edged municipal asset.

## HUDSON RIVER

### STEAMBOATS.

**David Lear Buckman's Historical Monograph on the Rise and Development of the Industry.**

A recent addition to the Grafton historical series is entitled "Old Steamboat Days on the Hudson," and is by David Lear Buckman of Brooklyn, says the Eagle. Mr. Buckman has gathered his material from many sources, and from it has compiled a historical monograph of exceptional interest and value. The story of Fulton's early ventures, and the success which attended them, of course, has been told more than once or twice; it is an event of major importance in the history of the industrial and commercial developments not only of the United States, but of the whole world. The employment of steam as a motive power, as demonstrated by Fulton, marked a new epoch in the history of modern world. Naturally, such a momentous event recalls the fact that it was in the Hudson river, and not in the Erie canal, that the first steamboat was built, and that it was in the Hudson river, while giving due prominence to the event has not undertaken to add anything new to the narrative of the Fulton's first voyage, he recounts it as the beginning of the history he chronicles, but the principal interest and importance of his book is due to his account of the subsequent development of steam navigation, which followed Fulton's successful experiment. This is a branch of the subject that has been overlooked by historians, who have given a very brief account of the subsequent evolution of traffic on the Hudson.

While everyone is familiar with the facts of Fulton's experiments and success, we fancy not many people know about the long fight that was made to break the monopoly which was granted to Fulton, and his principal backer, Robert R. Livingston, chancellor of the State of New York. Fulton's wife was Harriet Livingston, a relative of the chancellor and it was the latter's belief in Fulton and his invention which induced him to become Fulton's financial backer. The name Clermont, given to the first steamboat, was the name of Livingston's country seat on the Hudson, in Columbia county. Fulton died in 1815 and his relationship with the Livingston family was of great interest. In the Livingston family vault in Trinity churchyard, New York city, where his dust now reposes, Fulton and the chancellor obtained an enactment from the State Legislature, giving them the exclusive right to the navigation of all boats by steam on the waters of the State for twenty years, on condition that they should produce a boat not less than twenty tons burden, which would move with and against the current of the Hudson at the rate of not less than four miles an hour. In his report of the Clermont's first voyage, Fulton lays emphasis on the fact that the Clermont traveled at the rate of nearly five miles an hour. That fact must be remembered and to the chancellor; it secured to them the monopoly granted by the State Legislature.

Of course, as soon as the feasibility of steam as a motive power was fully demonstrated, there were numbers of people ready to put money into such enterprises, but the monopoly stood in the way. It was not until 1825 that the first challenger to the monopoly had provoked, and in which the State of New Jersey had taken a prominent part, was finally joined in the courts. The attack upon this vested privilege was led by Daniel Webster, who appeared as the leading counsel for the interests attacking the monopoly, an attack in which Commodore Vanderbilt, in his prime, and deeply interested in steamboating, was largely interested. The Fulton-Livingston monopoly had employed their privilege in the leasing of licenses to steamboats to navigate the waters of the State, and it was a fight between a New Jersey citizen named Gibbons, who was master of a steamboat on a line in which Commodore Vanderbilt was interested, plying between New York and New Jersey, and one Ogden, a former governor of New Jersey, who held a Fulton-Livingston license for the same privilege. The suit went first before the Supreme Court of New Jersey, and was decided in Gibbons' favor, and then carried to the United States Supreme Court, and it was before that tribunal that Daniel Webster, then in the zenith of his fame, appeared as counsel for the interests which Vanderbilt represented. It was the cause celebre of that day. Other States had granted similar monopolies as to their waters. Connecticut, New Hampshire and Tennessee among them. Webster attacked the grants on the broad ground of their unconstitutionality, and in his contention was supported by the famous William Wirt of Virginia, attorney-general of the United States. The counsel for the monopoly were Ogden and Knott, the latter having been Fulton's personal counsel and friend for many years. The United States Supreme Court decided against the monopoly, Chief Justice John Marshall writing the opinion. The breaking of the monopoly was followed by a great increase in the steamboat industry.

Mr. Buckman, in a chapter of this interesting industrial and legal battle, the decision of the court was of immense importance to the future business and development of the country. Mr. Buckman traces the growth of the business on the Hudson closely, instancing the new craft that were built from time to time, and recalling names that are famous in the history of the river. The boiler of the Clermont was made of copper, and all the best boats built after her, followed this example, for iron boilers were too liable to burst. The use of copper made the boilers very costly, the boiler of the Kent, one of the earliest boats weighing 30,000 pounds, and being worth nearly one-third the cost of the boat. It was not until 1813 that tubular boilers were introduced. The novelty being the first to use a boiler of that construction, and it was not until nearly ten years later that the use of anthracite coal as fuel was introduced. Before that coalwood was the fuel, the use of coal cut the fuel expense in half.

Mr. Buckman recalls the names of many of the old boats—names well known to those whose memories of Hudson river travel run back to the middle of the last century. He thinks the oldest boat now on the river is the North Star, built in 1808, an upper river boat, a towboat, and employed often in breaking up the ice in the early season, by reason of the strength of her engines and hull. In construction she belongs to a vanished type, having what was called a "steep" engine, operating a horizontal screwbeam, up and down, instead of a walking beam. This was the type of the old Fulton boats. The North Star was built in 1808.

Mr. Buckman also recalls the names of many of the men famous in the steamboating business fifty and sixty years ago, either as masters of craft or as owners and capitalists. One of the most famous of the owners and operators in the old days was Isaac Newton, a New Jersey county man, who was 12 years old when the first steamboat trip was made up the Hudson, and retained a vivid recollection of the event until his death. He established the towboat bus-

iness on the Hudson, and constructed some of the famous boats of the early days, whose elegance, according to the Hudson river passenger craft, the name of floating palaces. He caused to be built nearly 100 steamboats, ocean steamers and barges. Newton was over 61 when he died in New York. Then there were Daniel Drew, Dean Richmond, Chauncey Vibbard, Erasmus Corning, James A. P. St. John and many others whose names are indelibly connected with the history and development of steamboat navigation on the Hudson. A chapter is given to the old river captains, many of them men of rare individuality and force of character. He does not neglect the tragic side of the story, but recalls some of the famous disasters of the river, when boats have been burned or sunk and lives lost. The burning of the Henry Clay on the 23rd of July, 1822, at Riverdale, when fifty lives were lost, was perhaps the most notable of the river tragedies. One of the lost was Miss Hawthorne, a sister of Nathaniel Hawthorne, the novelist. Our author also recalls the fact that when the Swallow, on her way from Albany to New York, on the evening of April 1, 1845, ran on the rocks nearly opposite Hudson (known to this day as the Swallow rocks), and became a total wreck about fifteen lives were lost. Mr. Buckman's father, Ira Buckman, purchased the wreck, broke it up and from the material constructed a fine two-story house at Valatie, N. Y., on the old Post road. It is still standing, and is known as the Swallow house.

Basins between the boats of rival lines was a frequent occurrence in the old days, and was the cause of many accidents. The Swallow disaster was undoubtedly due to that cause. Finally, public opinion compelled legislation against the practice. Mr. Buckman also describes the growth of horse travel, a popular method of transportation in the middle decades of the nineteenth century, and has something to say about "fast times" on the river. The present status of the business, together with some account of the magnificent boats of the river lines of today are not forgotten.

Mr. Buckman tells his story with the directness and fullness of one who not only is complete master of his subject, but is deeply interested in it. He tells his story well and with an engaging interest. He has given his readers a volume of unusual interest and value. The volume is liberally illustrated with portraits and with reproductions of old plates, showing the steamboats of the earlier days. Decidedly a book that is worth while.

## QUEER FACTS ABOUT COLDS

**Places in the World Where Such a Malady Is Unknown.**

Wissen Fugé Alie, moved by the sudden drop in temperature which has made the whole of Germany uncomfortable, discusses the why and wherefore of colds in a lengthy article of which the following will give some idea:

"Many people may be surprised to hear that even in this world there are places where it is impossible to catch cold. There are facts, however, which bear this out. Explorers in the Arctic regions have never caught cold. Their clothes are often saturated with perspiration, and through their struggle over the ice and are a mass of ice when they retire for the night; and yet, despite the fact they often have to sleep out in the open in their sleeping bag, and that this is their only means of thawing themselves out, their health does not suffer in the least. Indeed, it has been declared that most explorers are physically the best of men for their exposure in the northern regions."

"Then there is the classical instance of the St. Kilda cold. On that rocky, lonely island lying some 40 miles beyond the western Hebrides, there are about a hundred inhabitants who manage by cultivating a little of the ground and by catching sea food to keep themselves alive. The coast is as desolate and the sea as stormy that for eight months out of the twelve they are practically inaccessible. Oddly, whenever a steamer touches at this island, all the inhabitants, including the very infants, are seized with a cold."

"The German periodical puts down the readiness of the man in the concrete to take cold as the chilling habit which forms exposure resulting in a delicate constitution more ready to suffer at the slightest change of temperature. It sums up by saying: 'Exposure is not the direct cause of colds. It only acts on a lowered vitality. The only safeguard is continued exposure.'"

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This world is wide and lonely, and love must have its fill. This world is wide and lonely—one won't another will. The birds sang so sweetly, they fly from vine to vine. I'd give this wide world if Polly would be mine.

## THE STORY TELLER.

**THE CAUSE OF THE SMASH-UP.**

The old dorky was suing the railroad company for damages. The